

2003

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

16

Caroline County
Town of Bowling Green
Town of Port Royal

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axe Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axe Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

- | | | |
|--|----------------------|--|
| North  | Interstate Route | Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined. |
|  | US Route | |
|  | Virginia State Route | |
|  | Secondary Route | |

Special Routes

- | | |
|---|-----------------------|
| Bus  | Bus - Business Route |
| Bypas - Bypass Route | |
| Truck - Truck Route | |
| ALT  | ALT - Alternate Route |
| Wve - Wve Route connector | |
-
- | | |
|---|---|
|  | P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction. |
|---|---|
-
- | | |
|---|---|
|  | The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report. |
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Virginia Department of Transportation
Mobility Management Division

2003

Annual Average Daily Traffic Volume Estimates By Section of Route
Caroline Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------------|--------|-------|----|-------|-----|-------|--------|--------|--------|--------------------------|----|----------|----|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | | | |
| 1 | 2.99 | 4800 | G | 87% | 1% | 1% | 6% | 6% | 0% | | F | 0.087 | F | 0.566 | 4800 | G | 2003 |
| 1 | 6.29 | 4800 | G | 93% | 1% | 2% | 1% | 2% | 0% | | F | 0.089 | F | 0.632 | 4800 | G | 2003 |
| 1 | 3.06 | 5600 | G | 93% | 1% | 2% | 1% | 2% | 0% | | F | 0.088 | F | 0.554 | 5600 | G | 2003 |
| 1 | 2.53 | 4300 | G | 93% | 1% | 2% | 1% | 2% | 0% | | C | 0.091 | F | 0.644 | 4300 | G | 2003 |
| 2 301 | 3.16 | 4800 | G | 94% | 1% | 1% | 1% | 3% | 0% | | C | 0.093 | F | 0.662 | 4800 | G | 2003 |
| 2 301 | 4.44 | 3700 | G | 86% | 1% | 3% | 3% | 7% | 0% | | F | 0.085 | F | 0.560 | 3700 | G | 2003 |
| 2 301 | 7.50 | 3300 | G | 86% | 1% | 3% | 3% | 7% | 0% | | C | 0.088 | F | 0.5 | 3300 | G | 2003 |
| 2 301 | 2.46 | 5800 | G | 86% | 1% | 3% | 3% | 7% | 0% | | F | 0.079 | F | 0.597 | 5800 | G | 2003 |
| 2 301 | | | | | | | | | | Bus US 301 | | | | | | | |
| Town of Bowling Green | | | | | | | | | | | | | | | | | |
| 2 301 | 0.11 | 5800 | N | 86% | 1% | 3% | 3% | 7% | 0% | | N | 0.079 | N | 0.597 | 5800 | N | 2003 |
| 2 301 | | | | | | | | | | Bus US 301 | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | | | |
| 2 301 | 0.22 | 5600 | G | 94% | 0% | 2% | 1% | 3% | 0% | | F | 0.094 | F | 0.519 | 5500 | G | 2003 |
| 2 301 | | | | | | | | | | SCL Bowling Green | | | | | | | |
| Town of Bowling Green | | | | | | | | | | | | | | | | | |
| 2 301 | 0.74 | 5900 | G | 94% | 0% | 2% | 1% | 3% | 0% | | C | 0.085 | F | 0.578 | 5900 | G | 2003 |
| 2 | 0.39 | 6400 | G | 91% | 1% | 2% | 3% | 2% | 0% | | F | 0.095 | F | 0.507 | 6800 | G | 2003 |
| 2 | | | | | | | | | | NCL Bowling Green | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | | | |
| 2 | 7.73 | 4900 | G | 91% | 1% | 2% | 3% | 2% | 0% | | F | 0.095 | N | 0.507 | 4800 | G | 2003 |
| 2 | 3.71 | 5000 | G | 91% | 1% | 2% | 3% | 2% | 0% | | C | 0.090 | F | 0.556 | 4900 | G | 2003 |
| 2 | | | | | | | | | | Spotsylvania County Line | | | | | | | |
| 17 | 5.89 | 5100 | G | 93% | 0% | 1% | 1% | 5% | 0% | | F | 0.081 | F | 0.567 | 4400 | G | 2003 |
| 17 | 9.66 | 3800 | G | 93% | 0% | 1% | 1% | 5% | 0% | | F | 0.091 | F | 0.55 | 3300 | G | 2003 |
| 17 | 2.57 | 4000 | G | 93% | 0% | 1% | 1% | 5% | 0% | | F | 0.097 | F | 0.507 | 3500 | G | 2003 |
| 17 | | | | | | | | | | Spotsylvania County Line | | | | | | | |
| 30 | 3.47 | 5700 | G | 83% | 1% | 1% | 3% | 12% | 0% | | F | 0.087 | F | 0.739 | 5600 | G | 2003 |
| 30 | 3.18 | 4500 | G | 75% | 2% | 3% | 8% | 12% | 0% | | C | 0.084 | F | 0.645 | 4500 | G | 2003 |
| 30 | | | | | | | | | | King William County Line | | | | | | | |
| North 95 | 3.07 | 39000 | G | 84% | 1% | 1% | 1% | 12% | 0% | | F | 0.075 | F | | 35000 | G | 2003 |
| Combined Traffic: | | 77000 | G | 85% | 1% | 1% | 1% | 12% | 0% | | F | 0.068 | F | 0.551 | 69000 | G | |
| | | | | | | | | | | SR 207 | | | | | | | |

Virginia Department of Transportation
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Annual Average Daily Traffic Volume Estimates By Section of Route
Caroline Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|------------------------------|-------------------------------|-------|----|-------|-----|-------|--------|--------|--------|----|----------|------------|-------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | | |
| North 95 | 6.12 | 40000 | G | 84% | 1% | 1% | 0% | 13% | 0% | F | 0.067 | F | | 34000 | G | 2003 |
| Combined Traffic: | | 81000 | G | 83% | 1% | 1% | 1% | 14% | 0% | F | NA | | | 68000 | G | |
| North 95 | 6.35 | 38000 | G | 84% | 1% | 1% | 0% | 13% | 0% | F | 0.065 | F | | 32000 | G | 2003 |
| Combined Traffic: | | 79000 | G | 83% | 1% | 1% | 1% | 14% | 0% | F | 0.068 | F | 0.588 | 67000 | G | |
| South 95 | 3.67 | 38000 | G | 85% | 1% | 1% | 1% | 12% | 0% | F | 0.071 | F | | 34000 | G | 2003 |
| Combined Traffic: | | 77000 | G | 85% | 1% | 1% | 1% | 12% | 0% | F | NA | | | 69000 | G | |
| South 95 | 6.02 | 41000 | G | 82% | 1% | 2% | 1% | 14% | 0% | F | 0.074 | F | | 34000 | G | 2003 |
| Combined Traffic: | | 81000 | G | 83% | 1% | 1% | 1% | 14% | 0% | F | NA | | | 68000 | G | |
| South 95 | 6.05 | 42000 | G | 82% | 1% | 2% | 1% | 14% | 0% | F | 0.075 | F | | 35000 | G | 2003 |
| Combined Traffic: | | 79000 | G | 83% | 1% | 1% | 1% | 14% | 0% | F | NA | | | 67000 | G | |
| From | Hanover County Line | | | | | | | | | | | | | | | |
| 207 | 0.46 | 6200 | G | 85% | 1% | 1% | 1% | 11% | 1% | F | 0.073 | F | 0.572 | 6000 | G | 2003 |
| To | US 1 Carmel Church | | | | | | | | | | | | | | | |
| 207 | 5.14 | 9000 | A | 85% | 1% | 1% | 1% | 11% | 1% | C | 0.114 | A | 0.508 | 8600 | A | 2003 |
| To | I-95 | | | | | | | | | | | | | | | |
| 207 | 4.31 | 11000 | G | 85% | 1% | 1% | 1% | 11% | 1% | F | 0.081 | F | 0.633 | 11000 | G | 2003 |
| To | S 16-601 | | | | | | | | | | | | | | | |
| 207 | 0.57 | 12000 | G | 85% | 1% | 1% | 1% | 11% | 1% | F | 0.078 | F | 0.649 | 12000 | G | 2003 |
| To | 16-722 Milford | | | | | | | | | | | | | | | |
| 207 | 1.45 | 7100 | G | 85% | 1% | 1% | 1% | 11% | 1% | F | 0.079 | F | 0.507 | 6900 | G | 2003 |
| From | SR 207 Bus | | | | | | | | | | | | | | | |
| 207 | 0.54 | 3800 | G | 92% | 2% | 2% | 3% | 2% | 0% | C | 0.088 | F | 0.501 | 3800 | G | 2003 |
| To | US 301 | | | | | | | | | | | | | | | |
| Bus 207 | | | | | | | | | | | | | | | | |
| Town of Bowling Green | | | | | | | | | | | | | | | | |
| Bus 207 | 0.73 | 5400 | G | 94% | 1% | 1% | 2% | 1% | 0% | C | 0.085 | F | 0.505 | 5300 | G | 2003 |
| From | WCL Bowling Green | | | | | | | | | | | | | | | |
| To | SR 2 US 301 Bus | | | | | | | | | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | | |
| 301 | 3.16 | 4800 | G | 94% | 1% | 1% | 1% | 3% | 0% | C | 0.093 | F | 0.662 | 4800 | G | 2003 |
| To | Hanover County Line | | | | | | | | | | | | | | | |
| 301 | 4.44 | 3700 | G | 86% | 1% | 3% | 3% | 7% | 0% | F | 0.085 | F | 0.560 | 3700 | G | 2003 |
| To | SR 30 Dawn | | | | | | | | | | | | | | | |
| 301 | 7.50 | 3300 | G | 86% | 1% | 3% | 3% | 7% | 0% | C | 0.088 | F | 0.5 | 3300 | G | 2003 |
| To | 16-647 | | | | | | | | | | | | | | | |
| 301 | 2.46 | 5800 | G | 86% | 1% | 3% | 3% | 7% | 0% | F | 0.079 | F | 0.597 | 5800 | G | 2003 |
| To | 16-721 Near De Jarnette | | | | | | | | | | | | | | | |
| 301 | | | | | | | | | | | | | | | | |
| Town of Bowling Green | | | | | | | | | | | | | | | | |
| 301 | 0.11 | 5800 | N | 86% | 1% | 3% | 3% | 7% | 0% | N | 0.079 | N | 0.597 | 5800 | N | 2003 |
| From | SCL Bowling Green | | | | | | | | | | | | | | | |
| 301 | 0.23 | 5800 | N | 86% | 1% | 3% | 3% | 7% | 0% | N | 0.079 | N | 0.597 | 5800 | N | 2003 |
| From | Bus US 301 | | | | | | | | | | | | | | | |
| 301 | 1.27 | 7700 | G | 87% | 1% | 2% | 1% | 9% | 0% | F | 0.074 | F | 0.506 | 7300 | G | 2003 |
| To | SR 207 | | | | | | | | | | | | | | | |
| 301 | | | | | | | | | | | | | | | | |
| To | US 301 Bus N of Bowling Green | | | | | | | | | | | | | | | |

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Annual Average Daily Traffic Volume Estimates By Section of Route
Caroline Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|------------------------------|--------|------|----|----------------------------------|-----|-------|--------|--------|--------|------------------------------------|----|----------|------------|-------|------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Town of Bowling Green | | | | | | | | | | | | | | | | | |
| 301 | 0.74 | 9200 | G | 87% | 1% | 2% | 1% | 9% | 0% | From US 301 Bus N of Bowling Green | F | 0.080 | F | 0.537 | 8700 | G | 2003 |
| | | | | To 16-608 | | | | | | | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | | | |
| 301 | 9.90 | 6500 | G | 78% | 1% | 3% | 1% | 16% | 1% | From 16-608 | C | 0.08 | F | 0.545 | 6200 | G | 2003 |
| | | | | To US 17 | | | | | | | | | | | | | |
| 301 | 0.39 | 9800 | G | 87% | 1% | 2% | 1% | 9% | 0% | From SCL Port Royal | F | 0.081 | F | 0.504 | 9300 | G | 2003 |
| | | | | To SCL Port Royal | | | | | | | | | | | | | |
| Town of Port Royal | | | | | | | | | | | | | | | | | |
| 301 | 0.47 | 9800 | N | 87% | 1% | 2% | 1% | 9% | 0% | From SCL Port Royal | N | 0.081 | N | 0.504 | 9300 | N | 2003 |
| | | | | To NCL Port Royal | | | | | | | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | | | |
| 301 | 0.29 | 9800 | N | 87% | 1% | 2% | 1% | 9% | 0% | From NCL Port Royal | N | 0.081 | N | 0.504 | 9300 | N | 2003 |
| | | | | To King George County Line | | | | | | | | | | | | | |
| Bus 301 | 0.22 | 5600 | G | 94% | 0% | 2% | 1% | 3% | 0% | From Bus US 301 | F | 0.094 | F | 0.519 | 5500 | G | 2003 |
| | | | | To SCL Bowling Green | | | | | | | | | | | | | |
| Town of Bowling Green | | | | | | | | | | | | | | | | | |
| Bus 301 | 0.74 | 5900 | G | 94% | 0% | 2% | 1% | 3% | 0% | From SCL Bowling Green | C | 0.085 | F | 0.578 | 5900 | G | 2003 |
| | | | | To SR2-207 Bus | | | | | | | | | | | | | |
| Bus 301 | 0.27 | 3800 | G | 94% | 0% | 2% | 1% | 3% | 0% | From ECL Bowling Green | F | 0.083 | F | 0.553 | 3800 | G | 2003 |
| | | | | To ECL Bowling Green | | | | | | | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | | | |
| Bus 301 | 0.41 | 2500 | G | 94% | 1% | 2% | 1% | 1% | 0% | From ECL Bowling Green | C | 0.076 | F | 0.563 | 2500 | G | 2003 |
| | | | | To US 301 North of Bowling Green | | | | | | | | | | | | | |
| 600 | 0.15 | 110 | R | | | | | | | From 16-602 | | | | | NA | NA | 1998 |
| | | | | | | | | | | To US 301 | | | | | | | |
| 600 | 3.07 | 930 | G | 84% | 1% | 2% | 3% | 11% | 0% | From 16-670 | C | 0.113 | F | 0.849 | 920 | G | 2003 |
| | | | | | | | | | | To 16-601 EAST | | | | | | | |
| 600 | 2.27 | 540 | G | 84% | 1% | 2% | 3% | 11% | 0% | From King William County Line | F | 0.133 | F | 0.734 | 530 | G | 2003 |
| | | | | | | | | | | To 16-658 South | | | | | | | |
| 601 | 1.61 | 310 | G | 95% | 2% | 2% | 0% | 1% | 0% | From Hanover County Line | F | 0.103 | F | 0.633 | 310 | G | 2003 |
| | | | | | | | | | | To 16-658 North | | | | | | | |
| 601 | 3.07 | 290 | G | 95% | 2% | 2% | 0% | 1% | 0% | From 16-658 North | F | 0.094 | F | 0.673 | 290 | G | 2003 |
| | | | | | | | | | | To US 1 | | | | | | | |
| 601 | 1.80 | 600 | G | 95% | 2% | 2% | 0% | 1% | 0% | From 16-633 | F | 0.165 | F | 0.681 | 590 | G | 2003 |
| | | | | | | | | | | To 16-672 | | | | | | | |
| 601 | 1.00 | 790 | G | 95% | 2% | 2% | 0% | 1% | 0% | From 16-664 | F | 0.140 | F | 0.675 | 790 | G | 2003 |
| | | | | | | | | | | To 16-714 | | | | | | | |
| 601 | 1.12 | 830 | G | 95% | 2% | 2% | 0% | 1% | 0% | From SR 207 North | F | 0.159 | F | 0.682 | 820 | G | 2003 |
| | | | | | | | | | | To SR 207 North | | | | | | | |
| 601 | 1.52 | 1000 | G | 95% | 2% | 2% | 0% | 1% | 0% | From 16-714 | C | 0.129 | F | 0.748 | 1000 | G | 2003 |
| | | | | | | | | | | To SR 207 North | | | | | | | |
| 601 | 0.08 | 1200 | G | 95% | 2% | 2% | 0% | 1% | 0% | From SR 207 North | F | 0.122 | F | 0.716 | 1200 | G | 2003 |
| | | | | | | | | | | To SR 207 North | | | | | | | |

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Annual Average Daily Traffic Volume Estimates By Section of Route
Caroline Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | |
|------------------------------|--------|------|----|-------|-----|-------------------------------|--------|--------|--------|----|----------|-------|------------|-------|------|------------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | | | |
| (601) | 5.84 | 310 | R | | | From SR 207 South | | | | | | | | | NA | NA | 10/10/2001 |
| (601) | 3.01 | 150 | G | 95% | | 2% | 2% | 0% | 1% | 0% | F | 0.123 | F | 0.649 | 150 | G | 2003 |
| (601) | 0.79 | 300 | G | 95% | | 2% | 2% | 0% | 1% | 0% | F | 0.131 | F | 0.75 | 300 | G | 2003 |
| (601) | 2.62 | 150 | G | 95% | | 2% | 2% | 0% | 1% | 0% | F | 0.144 | F | 0.805 | 150 | G | 2003 |
| (601) | 3.39 | 120 | R | | | From 16-647 East | | | | | | | | NA | NA | 08/20/2001 | |
| (602) | 1.80 | 380 | R | | | To 16-600 East | | | | | | | | NA | NA | 08/28/2001 | |
| (602) | 1.20 | 530 | R | | | From 16-600 West | | | | | | | | NA | NA | 08/28/2001 | |
| (603) | 2.61 | 230 | R | | | To King William County Line | | | | | | | | NA | NA | 1998 | |
| (603) | 1.11 | 330 | R | | | From 16-652 | | | | | | | | NA | NA | 08/28/2001 | |
| (603) | 3.85 | 670 | G | 92% | | 2% | 2% | 2% | 1% | 0% | F | 0.108 | F | 0.589 | 660 | G | 2003 |
| (603) | 0.70 | 880 | G | 92% | | 2% | 2% | 2% | 1% | 0% | C | 0.105 | F | 0.506 | 870 | G | 2003 |
| (603) | 2.39 | 680 | R | | | From 16-661 | | | | | | | | NA | NA | 1998 | |
| (604) | 0.72 | 340 | R | | | To Spotsylvania County Line | | | | | | | | NA | NA | 10/03/2001 | |
| (604) | 2.88 | 500 | R | | | From Spotsylvania County Line | | | | | | | | NA | NA | 10/10/2001 | |
| (605) | 0.43 | 440 | R | | | To 16-603 NORTH | | | | | | | | NA | NA | 10/03/2001 | |
| (605) | 1.57 | 690 | G | 95% | | 1% | 2% | 1% | 1% | 0% | F | 0.108 | F | 0.54 | 680 | G | 2003 |
| (605) | 2.67 | 550 | G | 95% | | 1% | 2% | 1% | 1% | 0% | F | 0.112 | F | 0.559 | 540 | G | 2003 |
| (605) | 1.94 | 460 | G | 95% | | 1% | 2% | 1% | 1% | 0% | F | 0.123 | F | 0.59 | 460 | G | 2003 |
| (605) | 4.08 | 570 | G | 95% | | 1% | 2% | 1% | 1% | 0% | F | 0.127 | F | 0.6 | 570 | G | 2003 |
| Town of Bowling Green | | | | | | | | | | | | | | | | | |
| (605) | 0.04 | 570 | G | 95% | | 1% | 2% | 1% | 1% | 0% | F | 0.127 | F | 0.6 | 570 | G | 2003 |
| Caroline County | | | | | | | | | | | | | | | | | |
| (606) | 3.51 | 1700 | G | 83% | | 2% | 4% | 5% | 7% | 0% | F | 0.101 | F | 0.545 | 1700 | G | 2003 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|------------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|-------------------------------|----|----------|------------|-------|------|------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | | | |
| (606) | 0.19 | 1900 | G | 83% | 2% | 4% | 5% | 7% | 0% | From 16-755 | F | 0.106 | F | 0.511 | 1800 | G | 2003 |
| (606) | 0.63 | 1700 | G | 83% | 2% | 4% | 5% | 7% | 0% | To 16-607 EAST | F | 0.11 | F | 0.505 | 1700 | G | 2003 |
| (606) | 2.30 | 1500 | G | 83% | 2% | 4% | 5% | 7% | 0% | From 16-609 EAST | C | 0.111 | F | 0.527 | 1400 | G | 2003 |
| | | | | | | | | | | To SR 2 | | | | | | | |
| (607) | 2.09 | 300 | R | | | | | | | From Spotsylvania County Line | | | | | NA | NA | 1998 |
| | | | | | | | | | | To 16-606 WEST | | | | | | | |
| (607) | 0.76 | 160 | R | | | | | | | From 16-606 EAST | | | | | NA | NA | 1998 |
| | | | | | | | | | | To 16-609 WEST | | | | | | | |
| (607) | 2.10 | 190 | R | | | | | | | From 16-609 EAST | | | | | NA | NA | 1998 |
| | | | | | | | | | | To SR 2 | | | | | | | |
| (608) | 2.41 | 130 | R | | | | | | | From 16-630 | | | | | NA | NA | 10/01/2001 |
| | | | | | | | | | | To 16-621 SOUTH | | | | | | | |
| (608) | 1.20 | 70 | R | | | | | | | From 16-641 Gap Terminus | | | | | NA | NA | 10/01/2001 |
| | | | | | | | | | | To Dead End; Gap Terminus | | | | | | | |
| (608) | 0.09 | 260 | R | | | | | | | From ECL Bowling Green | | | | | NA | NA | 10/01/2001 |
| Town of Bowling Green | | | | | | | | | | | | | | | | | |
| (608) | 0.01 | 390 | R | | | | | | | From ECL Bowling Green | | | | | NA | NA | 10/01/2001 |
| | | | | | | | | | | To US 301 EAST | | | | | | | |
| (608) | 0.44 | 110 | R | | | | | | | From WCL Bowling Green | | | | | NA | NA | 10/01/2001 |
| | | | | | | | | | | To WCL Bowling Green | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | | | |
| (608) | 0.84 | 70 | R | | | | | | | From WCL Bowling Green | | | | | NA | NA | 10/01/2001 |
| | | | | | | | | | | To NCL Bowling Green | | | | | | | |
| Town of Bowling Green | | | | | | | | | | | | | | | | | |
| (608) | 0.35 | 150 | R | | | | | | | From NCL Bowling Green | | | | | NA | NA | 10/01/2001 |
| | | | | | | | | | | To US 301 BUS WEST | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | | | |
| (609) | 0.61 | 180 | R | | | | | | | From SR 2 | | | | | NA | NA | 08/13/2001 |
| | | | | | | | | | | To 16-780 | | | | | | | |
| (609) | 1.71 | 110 | R | | | | | | | From 16-626 SOUTH | | | | | NA | NA | 08/13/2001 |
| | | | | | | | | | | To 16-626 NORTH | | | | | | | |
| (609) | 1.30 | 210 | R | | | | | | | From 16-607 EAST | | | | | NA | NA | 09/26/2001 |
| | | | | | | | | | | To 16-606 EAST | | | | | | | |
| (609) | 1.48 | 340 | R | | | | | | | From 16-606 WEST | | | | | NA | NA | 09/26/2001 |
| | | | | | | | | | | To 16-668 SOUTH | | | | | | | |
| (609) | 2.85 | 590 | G | 95% | 1% | 2% | 0% | 1% | 0% | From SR 2 | C | 0.103 | F | 0.585 | 590 | G | 2003 |
| | | | | | | | | | | To Spotsylvania County Line | | | | | | | |
| (610) | 0.64 | 780 | R | | | | | | | From SR 2 | C | 0.11 | F | 0.6 | 450 | G | 2003 |
| | | | | | | | | | | To US 17 | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|------------------------------|--------|------|----|-------|-----|------------------------|--------|--------|--------|----|----------|------------|-------|------|------------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | | |
| (611) | 0.70 | 40 | R | | | From Dead End | | | | | | | NA | NA | 08/01/2001 | |
| | | | | | | To US 17 | | | | | | | | | | |
| (612) | 0.37 | 3 | R | | | From US 301; 16-628 | | | | | | | NA | NA | 08/28/2001 | |
| | | | | | | To 16-703 | | | | | | | | | | |
| (613) | 1.15 | 80 | R | | | From US 1 SOUTH | | | | | | | NA | NA | 09/19/2001 | |
| | | | | | | To US 1 NORTH | | | | | | | | | | |
| (614) | 1.40 | 170 | R | | | From US 17 | | | | | | | NA | NA | 1998 | |
| | | | | | | To 16-615 WEST | | | | | | | | | | |
| (614) | 0.20 | 90 | G | 92% | 1% | 5% | 0% | 2% | 0% | C | 0.124 | F | 0.5 | 90 | G | 2003 |
| | | | | | | To 16-615 EAST | | | | | | | | | | |
| (614) | 0.40 | 30 | R | | | From Dead End | | | | | | | NA | NA | 1998 | |
| | | | | | | To US 17 | | | | | | | | | | |
| (615) | 0.90 | 190 | G | 90% | 2% | 3% | 1% | 5% | 0% | C | 0.117 | F | 0.913 | 190 | G | 2003 |
| | | | | | | To 16-614 EAST | | | | | | | | | | |
| (615) | 2.30 | 110 | R | | | From 16-618 | | | | | | | NA | NA | 1998 | |
| | | | | | | To 16-728 | | | | | | | | | | |
| (615) | 2.20 | 260 | G | 90% | 2% | 3% | 1% | 5% | 0% | F | 0.124 | F | 0.75 | 260 | G | 2003 |
| | | | | | | To 16-614 WEST | | | | | | | | | | |
| (616) | 0.79 | 60 | R | | | From 16-618 | | | | | | | NA | NA | 08/23/2001 | |
| | | | | | | To Dead End | | | | | | | | | | |
| (617) | 1.40 | 60 | R | | | From Dead End | | | | | | | NA | NA | 08/13/2001 | |
| | | | | | | To 16-630 | | | | | | | | | | |
| (618) | 1.10 | 10 | R | | | From Dead End | | | | | | | NA | NA | 08/13/2001 | |
| | | | | | | To 16-645 | | | | | | | | | | |
| (618) | 1.00 | 100 | R | | | From 16-630 | | | | | | | NA | NA | 1998 | |
| | | | | | | To 16-665 | | | | | | | | | | |
| (618) | 0.70 | 310 | R | | | From 16-665 | | | | | | | NA | NA | 1998 | |
| | | | | | | To 16-641 | | | | | | | | | | |
| (618) | 2.97 | 40 | R | | | From 16-641 | | | | | | | NA | NA | 1998 | |
| | | | | | | To 16-625 | | | | | | | | | | |
| (618) | 2.43 | 80 | R | | | From SR 207 | | | | | | | NA | NA | 1998 | |
| | | | | | | To WCL Bowling Green | | | | | | | | | | |
| Town of Bowling Green | | | | | | From WCL Bowling Green | | | | | | | | | | |
| (619) | 0.55 | 1500 | R | | | To US 301 BUS | | | | | | | NA | NA | 09/12/2001 | |
| | | | | | | From 16-1205 | | | | | | | | | | |
| (619) | 0.06 | 1400 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.108 | F | 0.656 | 1400 | G | 2003 |
| | | | | | | To US 301 | | | | | | | | | | |
| Caroline County | | | | | | From US 301 | | | | | | | | | | |
| (619) | 2.52 | 220 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.096 | F | 0.682 | 220 | G | 2003 |
| | | | | | | To 16-640 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|------------------------|--------|------|----|-------|-----|-------|---------------------------|--------|--------|----|----------|------------|-------|------|------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | | |
| (620) | 0.15 | 70 | R | | | From | 16-652 | | | | | | | NA | | 09/19/2001 |
| | | | | | | To | Dead End | | | | | | | | | |
| (621) | 2.50 | 30 | R | | | From | 16-640 | | | | | | | NA | | 08/23/2001 |
| | | | | | | To | 16-608 SOUTH | | | | | | | | | |
| | | | | | | From | 16-608 NORTH | | | | | | | | | |
| (621) | 2.00 | 40 | R | | | To | 16-618 | | | | | | | NA | | 08/23/2001 |
| | | | | | | From | Dead End | | | | | | | | | |
| (622) | 1.54 | 120 | R | | | To | US 1 | | | | | | | NA | | 10/10/2001 |
| | | | | | | From | 16-654 | | | | | | | | | |
| (623) | 1.10 | 7 | R | | | To | 16-627 | | | | | | | NA | | 08/23/2001 |
| | | | | | | From | King & Queen County Line | | | | | | | | | |
| (624) | 0.33 | 80 | R | | | To | 16-630 | | | | | | | NA | | 08/13/2001 |
| | | | | | | From | King & Queen County Line | | | | | | | | | |
| (625) | 1.50 | 60 | R | | | To | 16-630 | | | | | | | NA | | 08/13/2001 |
| | | | | | | From | Essex County Line | | | | | | | | | |
| (625) | 8.97 | 140 | R | | | From | 16-633 | | | | | | | NA | | 08/13/2001 |
| | | | | | | To | 16-605 SOUTH | | | | | | | | | |
| (626) | 3.30 | 90 | R | | | From | 16-605 NORTH | | | | | | | NA | | 1998 |
| | | | | | | To | 16-609 SOUTH | | | | | | | | | |
| (626) | 2.59 | 270 | R | | | To | SR 2 | | | | | | | NA | | 1998 |
| | | | | | | From | 16-721 | | | | | | | | | |
| (627) | 4.70 | 200 | R | | | To | 16-654 | | | | | | | NA | | 08/23/2001 |
| | | | | | | From | 16-644 | | | | | | | | | |
| (627) | 4.60 | 250 | R | | | To | King & Queen County Line | | | | | | | NA | | 08/23/2001 |
| | | | | | | From | 16-722 | | | | | | | | | |
| (628) | 0.30 | 2000 | G | 87% | 1% | 4% | 1% | 7% | 0% | C | 0.089 | F | 0.539 | 2000 | G | 2003 |
| | | | | | | To | 16-640 | | | | | | | | | |
| (628) | 1.88 | 1000 | G | 87% | 1% | 4% | 1% | 7% | 0% | F | 0.089 | F | 0.662 | 990 | G | 2003 |
| | | | | | | To | US 301; 16-612 | | | | | | | | | |
| | | | | | | From | 16-609 | | | | | | | | | |
| (629) | 0.80 | 30 | R | | | To | SR 2 | | | | | | | NA | | 08/13/2001 |
| | | | | | | From | 16-721 | | | | | | | | | |
| (630) | 3.10 | 840 | G | 90% | 0% | 3% | 1% | 4% | 0% | C | 0.111 | F | 0.685 | 840 | G | 2003 |
| | | | | | | To | 16-618 | | | | | | | | | |
| (630) | 2.78 | 540 | G | 90% | 0% | 3% | 1% | 4% | 0% | F | 0.099 | F | 0.672 | 540 | G | 2003 |
| | | | | | | To | 16-625 | | | | | | | | | |
| (630) | 3.91 | 410 | G | 90% | 0% | 3% | 1% | 4% | 0% | F | 0.085 | F | 0.810 | 410 | G | 2003 |
| | | | | | | To | 16-635; Essex County Line | | | | | | | | | |
| | | | | | | From | SR 2 SOUTH | | | | | | | | | |
| (631) | 1.20 | 90 | R | | | To | SR 2 NORTH | | | | | | | NA | | 09/12/2001 |
| | | | | | | From | SR 2 NORTH | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | | | | | | |
|------------------------|--------|------|----|-------|-----|-------|--------------------------|--------|--------|----|----------|-------|------------|-------|-----|-------|------------|-------|------|---|------|--|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | | | | | | | | |
| (631) | 0.70 | 200 | R | | | From | SR 2 NORTH | | | | | | | | NA | NA | 09/12/2001 | | | | | |
| | | | | | | To | Dead End | | | | | | | | | | | | | | | |
| (632) | 1.26 | 230 | R | | | From | 16-603 | | | | | | | | NA | NA | 10/03/2001 | | | | | |
| | | | | | | To | 16-754 | | | | | | | | NA | NA | 10/03/2001 | | | | | |
| (632) | 0.72 | 350 | R | | | From | US 1 | | | | | | | | | | | | | | | |
| | | | | | | To | 92% 2% 3% 1% 2% 0% | | | | C | 0.119 | F | 0.542 | 420 | G | 2003 | | | | | |
| (632) | 1.70 | 420 | G | | | From | 16-633 SOUTH | | | | | | | | | | | | | | | |
| | | | | | | To | 92% 2% 3% 1% 2% 0% | | | | F | 0.113 | F | 0.577 | 360 | G | 2003 | | | | | |
| (632) | 1.00 | 360 | G | | | From | 16-605 WEST | | | | | | | | NA | NA | 09/27/2001 | | | | | |
| | | | | | | To | 16-606 | | | | | | | | | | | | | | | |
| (632) | 3.18 | 110 | R | | | From | 16-601 | | | | | | | | NA | NA | 09/27/2001 | | | | | |
| | | | | | | To | 16-639 | | | | | | | | NA | NA | 1998 | | | | | |
| (633) | 1.80 | 230 | R | | | From | 16-634 | | | | | | | | NA | NA | 1998 | | | | | |
| | | | | | | To | 16-632 NORTH | | | | | | | | NA | NA | 1998 | | | | | |
| (633) | 1.76 | 270 | R | | | From | 16-632 SOUTH | | | | | | | | NA | NA | 1998 | | | | | |
| | | | | | | To | 16-605 | | | | | | | | NA | NA | 1998 | | | | | |
| (633) | 2.87 | 200 | R | | | From | 16-605 | | | | | | | | NA | NA | 1998 | | | | | |
| | | | | | | To | 16-605 | | | | | | | | NA | NA | 09/27/2001 | | | | | |
| (633) | 1.30 | 160 | R | | | From | 16-605 | | | | | | | | NA | NA | 1998 | | | | | |
| | | | | | | To | 16-605 | | | | | | | | NA | NA | 09/27/2001 | | | | | |
| (633) | 0.81 | 45 | R | | | From | 16-605 | | | | | | | | NA | NA | 09/27/2001 | | | | | |
| | | | | | | To | Dead End | | | | | | | | | | | | | | | |
| (634) | 2.20 | 50 | R | | | From | 16-633 | | | | | | | | NA | NA | 09/27/2001 | | | | | |
| | | | | | | To | 16-664 | | | | | | | | | | | | | | | |
| (635) | 0.70 | 470 | G | | | From | King & Queen County Line | | | | | | | | C | 0.094 | F | 0.688 | 460 | G | 2003 | |
| | | | | | | To | 93% 0% 3% 1% 3% 0% | | | | | | | | | | | | | | | |
| (636) | 1.50 | 90 | R | | | From | 16-625 | | | | | | | | NA | NA | NA | 1998 | | | | |
| | | | | | | To | Essex County Line | | | | | | | | | | | | | | | |
| (637) | 0.40 | 110 | R | | | From | 16-625 | | | | | | | | NA | NA | 08/13/2001 | | | | | |
| | | | | | | To | Essex County Line | | | | | | | | | | | | | | | |
| (638) | 4.35 | 210 | R | | | From | 16-639 | | | | | | | | NA | NA | 09/27/2001 | | | | | |
| | | | | | | To | 16-605 | | | | | | | | | | | | | | | |
| (638) | 1.70 | 210 | R | | | From | 16-605 | | | | | | | | NA | NA | 09/27/2001 | | | | | |
| | | | | | | To | 16-626 | | | | | | | | | | | | | | | |
| (639) | 0.53 | 2200 | G | | | From | 16-738 | | | | | | | | F | 0.095 | F | 0.598 | 2200 | G | 2003 | |
| | | | | | | To | 94% 1% 3% 1% 1% 0% | | | | | | | | | | | | | | | |
| (639) | 4.20 | 4900 | G | | | From | 16-603 EAST | | | | | | | | C | 0.099 | F | 0.699 | 4900 | G | 2003 | |
| | | | | | | To | 94% 1% 3% 1% 1% 0% | | | | | | | | | | | | | | | |
| (639) | 0.79 | 5800 | R | | | From | US 1 | | | | | | | | NA | NA | NA | 1998 | | | | |
| | | | | | | To | I-95 RAMP | | | | | | | | | | | | | | | |
| (639) | 0.54 | 4700 | R | | | From | 16-633 | | | | | | | | NA | NA | NA | 1998 | | | | |
| | | | | | | To | 5.38 2600 R | | | | | | | | | | | | | | | |
| (639) | 5.38 | 2600 | R | | | From | SR 207 | | | | | | | | NA | NA | NA | 1998 | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|------------------------|--------|------|----|-------|--------------------|-------|--------|--------|--------|----|----------|------------|-------|-----|------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | | |
| (640) | 0.19 | 50 | G | 67% | 0% | 6% | 10% | 16% | 0% | F | 0.2 | F | 0.613 | 50 | G | 2003 |
| | | | | From | Dead End | | | | | | | | | | | |
| (640) | 0.51 | 190 | G | 67% | 0% | 6% | 10% | 16% | 0% | F | 0.142 | F | 0.671 | 190 | G | 2003 |
| | | | | To | 16-773 | | | | | | | | | | | |
| (640) | 0.39 | 600 | G | 67% | 0% | 6% | 10% | 16% | 0% | C | 0.1 | F | 0.661 | 600 | G | 2003 |
| | | | | From | 16-768 | | | | | | | | | | | |
| (640) | 1.92 | 450 | G | 67% | 0% | 6% | 10% | 16% | 0% | F | 0.083 | F | 0.588 | 450 | G | 2003 |
| | | | | To | US 301; SR 2 SOUTH | | | | | | | | | | | |
| (640) | 2.06 | 200 | G | 67% | 0% | 6% | 10% | 16% | 0% | F | 0.108 | F | 0.5 | 200 | G | 2003 |
| | | | | From | US 301; SR 2 NORTH | | | | | | | | | | | |
| (640) | 2.35 | 290 | R | 67% | 0% | 6% | 10% | 16% | 0% | F | 0.108 | F | 0.5 | 200 | G | 2003 |
| | | | | To | 16-619 | | | | | | | | | | | |
| (640) | 3.28 | 90 | R | 67% | 0% | 6% | 10% | 16% | 0% | F | NA | NA | NA | NA | NA | 1995 |
| | | | | From | 16-641 WEST | | | | | | | | | | | |
| (640) | 3.25 | 200 | R | 67% | 0% | 6% | 10% | 16% | 0% | F | NA | NA | NA | NA | NA | 08/23/2001 |
| | | | | To | 16-641 EAST | | | | | | | | | | | |
| (641) | 5.90 | 90 | R | 67% | 0% | 6% | 10% | 16% | 0% | F | NA | NA | NA | NA | NA | 08/23/2001 |
| | | | | From | 16-721 | | | | | | | | | | | |
| (641) | 0.30 | 210 | R | 67% | 0% | 6% | 10% | 16% | 0% | F | NA | NA | NA | NA | NA | 09/17/2001 |
| | | | | To | Dead End | | | | | | | | | | | |
| (643) | 1.80 | 160 | R | 67% | 0% | 6% | 10% | 16% | 0% | F | NA | NA | NA | NA | NA | 08/13/2001 |
| | | | | From | 16-721 | | | | | | | | | | | |
| (643) | 2.20 | 170 | R | 67% | 0% | 6% | 10% | 16% | 0% | F | NA | NA | NA | NA | NA | 08/13/2001 |
| | | | | To | 16-654 EAST | | | | | | | | | | | |
| (644) | 2.20 | 90 | R | 67% | 0% | 6% | 10% | 16% | 0% | F | NA | NA | NA | NA | NA | 08/23/2001 |
| | | | | To | 16-643 | | | | | | | | | | | |
| (644) | 2.00 | 120 | R | 67% | 0% | 6% | 10% | 16% | 0% | F | NA | NA | NA | NA | NA | 08/13/2001 |
| | | | | To | 16-721 | | | | | | | | | | | |
| (645) | 1.65 | 80 | R | 67% | 0% | 6% | 10% | 16% | 0% | F | NA | NA | NA | NA | NA | 08/13/2001 |
| | | | | To | 16-618 | | | | | | | | | | | |
| (646) | 3.60 | 30 | R | 67% | 0% | 6% | 10% | 16% | 0% | F | NA | NA | NA | NA | NA | 08/23/2001 |
| | | | | To | 16-627 | | | | | | | | | | | |
| (647) | 0.55 | 920 | R | 67% | 0% | 6% | 10% | 16% | 0% | F | NA | NA | NA | NA | NA | 08/20/2001 |
| | | | | To | US 301 | | | | | | | | | | | |
| (647) | 2.06 | 230 | R | 67% | 0% | 6% | 10% | 16% | 0% | F | NA | NA | NA | NA | NA | 08/20/2001 |
| | | | | To | 16-1310 | | | | | | | | | | | |
| (647) | 1.90 | 260 | R | 67% | 0% | 6% | 10% | 16% | 0% | F | NA | NA | NA | NA | NA | 08/20/2001 |
| | | | | To | 16-601 WEST | | | | | | | | | | | |
| (647) | 1.80 | 30 | R | 67% | 0% | 6% | 10% | 16% | 0% | F | NA | NA | NA | NA | NA | 08/20/2001 |
| | | | | To | 16-627 WEST | | | | | | | | | | | |
| (648) | 1.95 | 230 | R | 67% | 0% | 6% | 10% | 16% | 0% | F | NA | NA | NA | NA | NA | 08/20/2001 |
| | | | | To | 16-654 | | | | | | | | | | | |
| (648) | | | | To | US 301 SOUTH | | | | | | | | | | | |
| | | | | To | 16-663 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|--------------------|--------|----------|--------|------------|-------|------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | |
| Caroline County | | | | | | | | | | | | | |
| (648) | 1.90 | 70 | R | | | From: 16-663 | | | | NA | NA | NA | 08/20/2001 |
| (648) | 0.53 | 280 | R | | | To: 16-647 | | | | NA | NA | NA | 08/20/2001 |
| | | | | | | To: US 301 NORTH | | | | | | | |
| (649) | 0.55 | 90 | R | | | From: 16-600 | | | | NA | NA | NA | 1998 |
| | | | | | | To: 16-648 | | | | | | | |
| (650) | 2.07 | 300 | R | | | From: Dead End | | | | NA | NA | NA | 08/20/2001 |
| | | | | | | To: SR 30 WEST | | | | | | | |
| (650) | 0.60 | 40 | R | | | From: SR 30 MID | | | | NA | NA | NA | 08/20/2001 |
| | | | | | | To: SR 30 EAST | | | | | | | |
| (651) | 0.60 | 7 | R | | | From: US 301 SOUTH | | | | NA | NA | NA | 08/20/2001 |
| | | | | | | To: US 301 S MID | | | | | | | |
| (651) | 2.10 | 290 | R | | | From: US 301 MID | | | | NA | NA | NA | 1998 |
| | | | | | | To: US 301 N MID | | | | | | | |
| (651) | 0.50 | 460 | R | | | From: US 301 N MID | | | | NA | NA | NA | 1998 |
| | | | | | | To: SR 30 | | | | | | | |
| (651) | 0.20 | 730 | R | | | From: SR 30 | | | | NA | NA | NA | 1998 |
| | | | | | | To: 16-694 | | | | | | | |
| (651) | 0.80 | 380 | R | | | From: 16-694 | | | | NA | NA | NA | 1998 |
| | | | | | | To: US 301 NORTH | | | | | | | |
| (652) | 1.00 | 730 | R | | | From: 16-651 | | | | NA | NA | NA | 08/28/2001 |
| | | | | | | To: 16-725 | | | | | | | |
| (652) | 3.03 | 48 | R | | | From: SR 30 WEST | | | | NA | NA | NA | 08/28/2001 |
| | | | | | | To: SR 30 EAST | | | | | | | |
| (652) | 3.83 | 1300 | G | 97% | 1% | 2% | 0% | 0% | 0% | C | 0.105 | F | 0.718 |
| | | | | | | From: SR 30 EAST | | | | 1300 | G | 2003 | |
| (652) | 4.35 | 1300 | G | 97% | 1% | 2% | 0% | 0% | 0% | F | 0.114 | F | 0.699 |
| | | | | | | From: SR 207 | | | | 1300 | G | 2003 | |
| (652) | 0.95 | 740 | R | | | From: SR 207 | | | | NA | NA | NA | 09/19/2001 |
| | | | | | | To: 16-716 | | | | | | | |
| (652) | 2.80 | 330 | R | | | From: 16-716 | | | | NA | NA | NA | 09/19/2001 |
| | | | | | | To: US 1 | | | | | | | |
| (653) | 3.45 | 150 | R | | | From: 16-652 | | | | NA | NA | NA | 1998 |
| | | | | | | To: US 301 | | | | | | | |
| (654) | 1.70 | 330 | R | | | From: 16-652 | | | | NA | NA | NA | 09/17/2001 |
| | | | | | | To: 16-656 WEST | | | | | | | |
| (654) | 2.60 | 460 | R | | | From: 16-656 EAST | | | | NA | NA | NA | 09/17/2001 |
| | | | | | | To: US 301; SR 2 | | | | | | | |
| (654) | 0.10 | 550 | R | | | From: US 301; SR 2 | | | | NA | NA | NA | 08/23/2001 |
| | | | | | | To: 16-601 WEST | | | | | | | |
| (654) | 2.84 | 100 | R | | | From: 16-601 EAST | | | | NA | NA | NA | 08/23/2001 |
| | | | | | | To: 16-627 | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|----------------------|--------|----------|--------|------------|-------|------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | |
| Caroline County | | | | | | | | | | | | | |
| (654) | 3.40 | 100 | R | | | From: 16-627 | | | | NA | | NA | 08/23/2001 |
| | | | | | | To: 16-643 WEST | | | | | | | |
| (654) | 1.80 | 130 | R | | | From: 16-643 EAST | | | | NA | | NA | 10/01/2001 |
| | | | | | | To: 16-721 | | | | | | | |
| (655) | 1.76 | 190 | R | | | From: 16-656 | | | | NA | | NA | 09/17/2001 |
| | | | | | | To: 16-654 | | | | | | | |
| (656) | 2.10 | 300 | R | | | From: US 301; 16-648 | | | | NA | | NA | 09/17/2001 |
| | | | | | | To: 16-654 EAST | | | | | | | |
| (656) | 1.81 | 340 | R | | | From: 16-655 | | | | NA | | NA | 09/17/2001 |
| | | | | | | To: 16-684 | | | | | | | |
| (656) | 2.10 | 440 | R | | | From: RF&P RAILROAD | | | | NA | | NA | 09/17/2001 |
| | | | | | | To: SR 207; 16-716 | | | | | | | |
| (657) | 2.72 | 250 | R | | | From: US 1 SOUTH | | | | NA | | NA | 1998 |
| | | | | | | To: US 1 NORTH | | | | | | | |
| (658) | 4.32 | 960 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.095 | F | 0.726 |
| | | | | | | To: 16-639 | | | | 950 | G | 2003 | |
| (658) | 0.86 | 1300 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.096 | F | 0.804 |
| | | | | | | To: 16-601 SOUTH | | | | 1300 | G | 2003 | |
| (658) | 3.25 | 1800 | G | 95% | 1% | 2% | 1% | 1% | 0% | C | 0.093 | F | 0.727 |
| | | | | | | To: US 1; SR 207 | | | | 1800 | G | 2003 | |
| (659) | 1.50 | 120 | R | | | From: 16-658 | | | | NA | | NA | 09/19/2001 |
| | | | | | | To: Dead End | | | | | | | |
| (660) | 0.27 | 300 | R | | | From: 16-607 | | | | NA | | NA | 09/27/2001 |
| | | | | | | To: 16-1020 | | | | | | | |
| (660) | 1.23 | 130 | R | | | From: 16-609 | | | | NA | | NA | 09/27/2001 |
| | | | | | | To: 16-603 | | | | | | | |
| (661) | 2.40 | 430 | G | 94% | 3% | 2% | 0% | 1% | 0% | C | 0.098 | F | 0.568 |
| | | | | | | To: US 1 | | | | 430 | G | 2003 | |
| (662) | 2.10 | 80 | R | | | From: 16-602 | | | | NA | | NA | 08/28/2001 |
| | | | | | | To: 16-653 | | | | | | | |
| (663) | 3.25 | 60 | R | | | From: 16-648 | | | | NA | | NA | 1998 |
| | | | | | | To: 16-601 | | | | | | | |
| (664) | 0.82 | 80 | R | | | From: Dead End | | | | NA | | NA | 10/10/2001 |
| | | | | | | To: 0.82 MN Dead End | | | | | | | |
| (664) | 0.08 | 140 | R | | | From: 16-601 | | | | NA | | NA | 10/10/2001 |
| | | | | | | To: 16-639 WEST | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|------------------------------|--------|----------|--------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | |
| Caroline County | | | | | | | | | | | | | |
| (664) | 2.13 | 150 | R | | | From: 16-639 EAST | | | | NA | | NA | 10/10/2001 |
| | | | | | | To: 16-638 | | | | | | | |
| (665) | 4.20 | 140 | R | | | From: 16-618 | | | | NA | | NA | 08/13/2001 |
| | | | | | | To: 16-625 | | | | | | | |
| (666) | 0.69 | 20 | R | | | From: Dead End | | | | NA | | NA | 09/12/2001 |
| | | | | | | To: 0.69 ME Dead End | | | | | | | |
| (666) | 0.21 | 40 | R | | | From: 16-631 | | | | NA | | NA | 09/12/2001 |
| | | | | | | To: Spotsylvania County Line | | | | | | | |
| (668) | 0.42 | 220 | R | | | From: 16-609 SOUTH | | | | NA | | NA | 09/26/2001 |
| | | | | | | To: 16-609 NORTH | | | | | | | |
| (668) | 3.10 | 260 | R | | | From: SR 2 | | | | NA | | NA | 09/26/2001 |
| | | | | | | To: Spotsylvania County Line | | | | | | | |
| (669) | 1.75 | 110 | R | | | From: 16-738 NORTH | | | | NA | | NA | 1998 |
| | | | | | | To: 16-738 SOUTH | | | | | | | |
| (669) | 1.10 | 80 | R | | | From: 16-603 | | | | NA | | NA | 1998 |
| | | | | | | To: 16-600 | | | | | | | |
| (670) | 1.60 | 170 | R | | | From: 16-663 | | | | NA | | NA | 08/20/2001 |
| | | | | | | To: 16-738 SOUTH | | | | | | | |
| (671) | 1.90 | 70 | R | | | From: 16-738 MIDDLE | | | | NA | | NA | 10/03/2001 |
| | | | | | | To: 16-738 WEST | | | | | | | |
| (671) | 1.37 | 110 | R | | | From: 16-603 | | | | NA | | NA | 10/03/2001 |
| | | | | | | To: 16-601 | | | | | | | |
| (672) | 1.90 | 80 | R | | | From: 16-639 | | | | NA | | NA | 10/10/2001 |
| | | | | | | To: SR 2 | | | | | | | |
| (673) | 0.30 | 4 | R | | | From: Dead End | | | | NA | | NA | 09/27/2001 |
| | | | | | | To: Dead End | | | | | | | |
| (674) | 0.40 | 60 | R | | | From: Dead End | | | | NA | | NA | 08/20/2001 |
| | | | | | | To: 16-718 | | | | | | | |
| (674) | 1.20 | 120 | R | | | From: 16-627 | | | | NA | | NA | 08/20/2001 |
| | | | | | | To: US 17 | | | | | | | |
| (675) | 1.43 | 110 | R | | | From: Dead End | | | | NA | | NA | 08/01/2001 |
| | | | | | | To: SR 207 | | | | | | | |
| (676) | 2.21 | 460 | G | 96% | 1% | 3% | 0% | 0% | 0% | C | 0.125 | F | 0.544 |
| | | | | | | To: 16-722 | | | | | | | 2003 |
| (677) | 0.80 | 300 | R | | | From: SR 30 | | | | NA | | NA | 08/20/2001 |
| | | | | | | To: 16-694 | | | | | | | |
| (677) | 1.00 | 40 | R | | | From: 16-693 | | | | NA | | NA | 08/20/2001 |
| | | | | | | To: 16-644 | | | | | | | |
| (678) | 0.12 | 100 | R | | | From: 16-721 | | | | NA | | NA | 08/13/2001 |
| | | | | | | To: 16-694 | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|-------|--------------------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Caroline County | | | | | | | | | | | | | | | |
| (679) | 1.20 | 90 | R | | | From | 16-669 | | | | NA | | NA | NA | 10/03/2001 |
| | | | | | | To | Spotsylvania County Line | | | | | | | | |
| (680) | 0.85 | 47 | R | | | From | Dead End | | | | NA | | NA | NA | 11/13/2001 |
| | | | | | | To | 16-603 | | | | | | | | |
| (681) | 1.65 | 60 | R | | | From | US 17 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-758 | | | | | | | | |
| (681) | 0.10 | 70 | R | | | From | Dead End | | | | NA | | NA | NA | 08/01/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (682) | 1.20 | 80 | R | | | From | Dead End | | | | NA | | NA | NA | 08/28/2001 |
| | | | | | | To | US 301 | | | | | | | | |
| (683) | 4.21 | 90 | R | | | From | 16-658 | | | | NA | | NA | NA | 09/19/2001 |
| | | | | | | To | US 1 | | | | | | | | |
| (684) | 0.88 | 540 | R | | | From | SR 207 | | | | NA | | NA | NA | 09/17/2001 |
| | | | | | | To | 16-656 | | | | | | | | |
| (685) | 0.45 | 100 | R | | | From | 16-639 SOUTH | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-639 NORTH | | | | | | | | |
| (686) | 1.08 | 40 | R | | | From | US 17 | | | | NA | | NA | NA | 08/01/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (687) | 0.20 | 49 | R | | | From | 16-722 | | | | NA | | NA | NA | 08/28/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (688) | 0.20 | 100 | R | | | From | Dead End | | | | NA | | NA | NA | 10/03/2001 |
| | | | | | | To | 16-632 | | | | | | | | |
| (689) | 4.90 | 70 | R | | | From | US 1 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-658 | | | | | | | | |
| (690) | 2.40 | 8 | R | | | From | 16-652 | | | | NA | | NA | NA | 09/17/2001 |
| | | | | | | To | 16-732 | | | | | | | | |
| (690) | 0.30 | 20 | R | | | From | 16-656 | | | | NA | | NA | NA | 09/17/2001 |
| | | | | | | To | 16-656 | | | | | | | | |
| (691) | 1.48 | 60 | R | | | From | 16-654 | | | | NA | | NA | NA | 08/23/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (692) | 0.10 | 500 | R | | | From | 16-778 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-639 | | | | | | | | |
| (693) | 1.50 | 10 | R | | | From | 16-694 | | | | NA | | NA | NA | 08/20/2001 |
| | | | | | | To | 16-677 | | | | | | | | |
| (693) | 1.50 | 30 | R | | | From | 16-601 | | | | NA | | NA | NA | 08/20/2001 |
| | | | | | | To | 16-601 | | | | | | | | |
| (694) | 1.85 | 120 | R | | | From | 16-651 | | | | NA | | NA | NA | 08/20/2001 |
| | | | | | | To | 16-677 | | | | | | | | |
| (694) | 2.15 | 220 | R | | | From | 16-601 | | | | NA | | NA | NA | 08/20/2001 |
| | | | | | | To | 16-601 | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|-------------------------|--------|----------|--------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | |
| Caroline County | | | | | | | | | | | | | |
| (695) | 0.68 | 410 | R | | | From US 301; SR 2 SOUTH | | | | NA | NA | NA | 08/28/2001 |
| (695) | 0.16 | 880 | R | | | To 16-1225 SOUTH | | | | NA | NA | NA | 08/28/2001 |
| (696) | 0.01 | 60 | R | | | From US 301; SR 2 NORTH | | | | NA | NA | NA | 09/12/2001 |
| (696) | 0.29 | 10 | R | | | To 16-639 | | | | NA | NA | NA | 09/12/2001 |
| (697) | 0.65 | 20 | R | | | From 16-764 | | | | NA | NA | NA | 09/19/2001 |
| (698) | 0.50 | 40 | R | | | To Dead End | | | | NA | NA | NA | 10/03/2001 |
| (699) | 0.90 | 90 | R | | | From 16-601 | | | | NA | NA | NA | 10/03/2001 |
| (700) | 0.50 | 60 | R | | | To Dead End | | | | NA | NA | NA | 09/19/2001 |
| (701) | 0.90 | 70 | R | | | From 16-603 | | | | NA | NA | NA | 1998 |
| (702) | 0.85 | 290 | R | | | To Dead End | | | | NA | NA | NA | 09/27/2001 |
| (703) | 0.25 | 45 | R | | | From 16-626 | | | | NA | NA | NA | 08/28/2001 |
| (703) | 0.04 | 90 | R | | | To Dead End | | | | NA | NA | NA | 1998 |
| (704) | 0.35 | 160 | R | | | From 16-612 | | | | NA | NA | NA | 09/19/2001 |
| (705) | 0.70 | 210 | R | | | To US 1 | | | | NA | NA | NA | 09/19/2001 |
| (706) | 0.60 | 20 | R | | | From 16-716 | | | | NA | NA | NA | 08/23/2001 |
| (707) | 1.25 | 90 | R | | | To 16-652 | | | | NA | NA | NA | 08/13/2001 |
| (708) | 0.60 | 10 | R | | | From Dead End | | | | NA | NA | NA | 08/13/2001 |
| (708) | 1.40 | 20 | R | | | To 16-654 | | | | NA | NA | NA | 08/13/2001 |
| (709) | 0.60 | 20 | R | | | From Dead End | | | | NA | NA | NA | 08/28/2001 |
| (710) | 0.10 | 45 | R | | | To 16-665 | | | | NA | NA | NA | 10/10/2001 |
| (710) | | | | | | From 16-618 | | | | NA | NA | NA | |
| (710) | | | | | | To Dead End | | | | NA | NA | NA | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | | |
|------------------------|--------|------|----|-------|-----|-------|--------------------------|--------|--------|----|----------|------------|-------|-------|------|------------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | | | |
| (711) | 0.10 | 100 | R | | | From | 16-722 | | | | | | | NA | NA | 08/28/2001 | |
| | | | | | | To | Dead End | | | | | | | | | | |
| (712) | 1.13 | 950 | R | | | From | US 1 | | | | | | | NA | NA | 10/10/2001 | |
| | | | | | | To | 16-639 | | | | | | | | | | |
| (713) | 0.27 | 30 | R | | | From | SR 207 SOUTH | | | | | | | NA | NA | 1998 | |
| | | | | | | To | 16-639 | | | | | | | | | | |
| (713) | 0.12 | 110 | R | | | From | SR 207 | | | | | | | NA | NA | 09/12/2001 | |
| | | | | | | To | 16-601 | | | | | | | | | | |
| (714) | 0.46 | 100 | R | | | From | Dead End | | | | | | | NA | NA | 1998 | |
| | | | | | | To | 16-652 | | | | | | | | | | |
| (715) | 0.29 | 80 | R | | | From | 16-652 | | | | | | | NA | NA | 09/19/2001 | |
| | | | | | | To | 16-652 | | | | | | | | | | |
| (716) | 0.77 | 450 | R | | | From | Dead End | | | | | | | NA | NA | 09/19/2001 | |
| | | | | | | To | 16-642 | | | | | | | | | | |
| (716) | 1.40 | 270 | R | | | From | SR 207; 16-656 | | | | | | | NA | NA | 09/19/2001 | |
| | | | | | | To | SR 207; 16-656 | | | | | | | | | | |
| (717) | 0.55 | 90 | R | | | From | Dead End | | | | | | | NA | NA | 08/13/2001 | |
| | | | | | | To | 16-721 | | | | | | | | | | |
| (718) | 0.40 | 30 | R | | | From | Dead End | | | | | | | NA | NA | 08/20/2001 | |
| | | | | | | To | 16-674 | | | | | | | | | | |
| (719) | 0.35 | 170 | R | | | From | US 17 | | | | | | | NA | NA | 1998 | |
| | | | | | | To | Dead End | | | | | | | | | | |
| (720) | 0.99 | 170 | R | | | From | 16-658 | | | | | | | NA | NA | 09/19/2001 | |
| | | | | | | To | Cul-de-Sac | | | | | | | | | | |
| (721) | 2.46 | 2600 | G | 93% | 0% | 2% | 1% | 4% | 0% | | C | 0.097 | F | 0.715 | 2600 | G | 2003 |
| | | | | | | To | US 301 | | | | | | | | | | |
| (721) | 4.00 | 1800 | G | 93% | 0% | 2% | 1% | 4% | 0% | | F | 0.1 | F | 0.712 | 1800 | G | 2003 |
| | | | | | | To | 16-717 | | | | | | | | | | |
| (721) | 1.93 | 870 | G | 93% | 0% | 2% | 1% | 4% | 0% | | F | 0.088 | F | 0.654 | 860 | G | 2003 |
| | | | | | | To | 16-630 | | | | | | | | | | |
| (721) | 1.08 | 660 | G | 93% | 0% | 2% | 1% | 4% | 0% | | F | 0.088 | F | 0.641 | 660 | G | 2003 |
| | | | | | | To | 16-644 | | | | | | | | | | |
| (721) | 1.08 | 600 | G | 93% | 0% | 2% | 1% | 4% | 0% | | F | 0.087 | F | 0.513 | 600 | G | 2003 |
| | | | | | | To | King & Queen County Line | | | | | | | | | | |
| (722) | 1.22 | 1700 | G | 92% | 1% | 2% | 2% | 3% | 0% | | F | 0.082 | F | 0.507 | 1700 | G | 2003 |
| | | | | | | To | SR 207 WEST | | | | | | | | | | |
| (722) | 1.87 | 1300 | G | 92% | 1% | 2% | 2% | 3% | 0% | | C | 0.095 | F | 0.512 | 1300 | G | 2003 |
| | | | | | | To | 16-676 | | | | | | | | | | |
| | | | | | | To | SR 207 EAST | | | | | | | | | | |
| (723) | 0.55 | 50 | R | | | From | 16-604 | | | | | | | NA | NA | 10/10/2001 | |
| | | | | | | To | Dead End | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|------------------------|--------|------|----|-------|-----|-------|--------------------------|--------|--------|----|----------|------------|-------|------|------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | | |
| (724) | 0.20 | 70 | R | | | From | Dead End | | | | | | | NA | NA | 09/19/2001 |
| | | | | | | To | 16-683 | | | | | | | | | |
| (725) | 0.84 | 420 | R | | | From | 16-652 | | | | | | | NA | NA | 08/28/2001 |
| | | | | | | To | SR 30 EAST | | | | | | | | | |
| | | | | | | From | SR 30 WEST | | | | | | | | | |
| (725) | 0.82 | 260 | R | | | To | 16-602 | | | | | | | NA | NA | 08/28/2001 |
| | | | | | | From | Dead End | | | | | | | | | |
| (726) | 0.20 | 30 | R | | | To | 16-626 | | | | | | | NA | NA | 09/26/2001 |
| | | | | | | From | Dead End | | | | | | | | | |
| (727) | 0.70 | 80 | R | | | To | 16-604 | | | | | | | NA | NA | 10/10/2001 |
| | | | | | | From | 16-615 | | | | | | | | | |
| (728) | 0.65 | 240 | R | | | To | Dead End | | | | | | | NA | NA | 08/01/2001 |
| | | | | | | From | 16-630 | | | | | | | | | |
| (729) | 0.01 | 20 | R | | | To | 0.01 MN 16-630 | | | | | | | NA | NA | 1998 |
| | | | | | | From | Dead End | | | | | | | | | |
| (729) | 0.31 | 20 | R | | | To | Dead End | | | | | | | NA | NA | 1998 |
| | | | | | | From | Dead End | | | | | | | | | |
| (730) | 0.30 | 60 | R | | | To | 16-689 | | | | | | | NA | NA | 09/19/2001 |
| | | | | | | From | Dead End | | | | | | | | | |
| (731) | 0.31 | 70 | R | | | To | 16-657 | | | | | | | NA | NA | 09/19/2001 |
| | | | | | | From | Dead End | | | | | | | | | |
| (732) | 0.20 | 10 | R | | | To | 16-690 | | | | | | | NA | NA | 09/17/2001 |
| | | | | | | From | 16-654 | | | | | | | | | |
| (733) | 0.40 | 40 | R | | | To | Dead End | | | | | | | NA | NA | 09/17/2001 |
| | | | | | | From | 16-721 WEST | | | | | | | | | |
| (734) | 0.37 | 47 | R | | | To | 16-721 EAST | | | | | | | NA | NA | 1998 |
| | | | | | | From | Dead End | | | | | | | | | |
| (735) | 0.30 | 30 | R | | | To | 16-626 | | | | | | | NA | NA | 09/27/2001 |
| | | | | | | From | Dead End | | | | | | | | | |
| (736) | 0.30 | 170 | R | | | To | 16-656 | | | | | | | NA | NA | 1998 |
| | | | | | | From | 16-606 | | | | | | | | | |
| (737) | 0.01 | 70 | R | | | To | 0.01 MN 16-606 | | | | | | | NA | NA | 09/26/2001 |
| | | | | | | From | Dead End | | | | | | | | | |
| (737) | 0.49 | 20 | R | | | To | Dead End | | | | | | | NA | NA | 09/26/2001 |
| | | | | | | From | Hanover County Line | | | | | | | | | |
| (738) | 3.50 | 640 | G | 91% | 1% | 3% | 4% | 2% | 0% | F | 0.104 | F | 0.541 | 630 | G | 2003 |
| | | | | | | To | 16-639 | | | | | | | | | |
| (738) | 1.81 | 1500 | G | 91% | 1% | 3% | 4% | 2% | 0% | C | 0.091 | F | 0.543 | 1500 | G | 2003 |
| | | | | | | To | Spotsylvania County Line | | | | | | | | | |
| (739) | 0.27 | 40 | R | | | From | 16-600 | | | | | | | NA | NA | 08/20/2001 |
| | | | | | | To | 16-601 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|-------|--------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Caroline County | | | | | | | | | | | | | | | |
| (740) | 0.80 | 4 | R | | | From | Dead End | | | | NA | | NA | NA | 08/13/2001 |
| | | | | | | To | 16-630 | | | | | | | | |
| (741) | 0.32 | 60 | R | | | From | 16-604 | | | | NA | | NA | NA | 10/03/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (742) | 0.23 | 140 | R | | | From | US 1 | | | | NA | | NA | NA | 10/10/2001 |
| | | | | | | To | 0.23 ME US 1 | | | | | | | | |
| (742) | 0.78 | 70 | R | | | From | FR-162 | | | | NA | | NA | NA | 10/10/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (743) | 1.00 | 9 | R | | | From | 16-652 WEST | | | | NA | | NA | NA | 09/27/2001 |
| | | | | | | To | 16-652 EAST | | | | | | | | |
| (744) | 0.21 | 10 | R | | | From | 16-668 | | | | NA | | NA | NA | 09/17/2001 |
| | | | | | | To | SR 2 | | | | | | | | |
| (745) | 0.10 | 270 | R | | | From | 16-656 | | | | NA | | NA | NA | 09/26/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (746) | 0.55 | 30 | R | | | From | 16-656 | | | | NA | | NA | NA | 09/17/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (747) | 1.56 | 47 | R | | | From | 16-640 | | | | NA | | NA | NA | 08/23/2001 |
| | | | | | | To | 16-621 | | | | | | | | |
| (748) | 0.25 | 230 | R | | | From | US 1 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-1302 | | | | | | | | |
| (749) | 0.08 | 50 | R | | | From | US 1 | | | | NA | | NA | NA | 09/19/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (750) | 0.30 | 30 | R | | | From | Dead End | | | | NA | | NA | NA | 08/28/2001 |
| | | | | | | To | 16-640 | | | | | | | | |
| (751) | 1.35 | 60 | R | | | From | 16-608 | | | | NA | | NA | NA | 08/23/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (752) | 0.40 | 80 | R | | | From | 16-684 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Dead End | | | | | | | | |
| (753) | 0.15 | 20 | R | | | From | 16-606 | | | | NA | | NA | NA | 09/26/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (754) | 0.25 | 40 | R | | | From | 16-632 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Dead End | | | | | | | | |
| (755) | 0.33 | 90 | R | | | From | 16-606 | | | | NA | | NA | NA | 09/26/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (756) | 0.24 | 200 | R | | | From | 16-633 | | | | NA | | NA | NA | 09/12/2001 |
| | | | | | | To | 16-639 | | | | | | | | |
| (757) | 0.06 | 80 | R | | | From | Dead End | | | | NA | | NA | NA | 10/10/2001 |
| | | | | | | To | US 1 | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|------------------------------|--------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Caroline County | | | | | | | | | | | | | | | |
| (758) | 0.30 | 60 | R | | | From: 16-681 | | | | | NA | | NA | | 08/01/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (759) | 0.55 | 70 | R | | | From: Dead End | | | | | NA | | NA | | 10/03/2001 |
| | | | | | | To: Spotsylvania County Line | | | | | | | | | |
| (760) | 1.50 | 40 | R | | | From: Dead End | | | | | NA | | NA | | 08/23/2001 |
| | | | | | | To: 16-646 | | | | | | | | | |
| (761) | 0.90 | 49 | R | | | From: Dead End | | | | | NA | | NA | | 08/23/2001 |
| | | | | | | To: 16-627 | | | | | | | | | |
| (762) | 0.20 | 70 | R | | | From: 16-689 | | | | | NA | | NA | | 09/19/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (763) | 0.45 | 40 | R | | | From: SR 30 WEST | | | | | NA | | NA | | 1998 |
| | | | | | | To: SR 30 EAST | | | | | | | | | |
| (764) | 0.26 | 40 | R | | | From: 16-696 | | | | | NA | | NA | | 09/12/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (765) | 0.23 | 140 | R | | | From: 16-639 | | | | | NA | | NA | | 09/12/2001 |
| | | | | | | To: 16-638 | | | | | | | | | |
| (766) | 2.21 | 40 | R | | | From: Dead End | | | | | NA | | NA | | 08/01/2001 |
| | | | | | | To: 2.21 ME Dead End | | | | | | | | | |
| (766) | 0.09 | 40 | R | | | From: US 17 | | | | | NA | | NA | | 1998 |
| | | | | | | | | | | | | | | | |
| (767) | 0.65 | 70 | R | | | From: 16-664 | | | | | NA | | NA | | 10/10/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (768) | 0.23 | 130 | R | | | From: 16-640 | | | | | NA | | NA | | 08/28/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (770) | 0.19 | 50 | R | | | From: Dead End | | | | | NA | | NA | | 09/12/2001 |
| | | | | | | To: 16-722 | | | | | | | | | |
| (771) | 0.10 | 49 | R | | | From: Dead End | | | | | NA | | NA | | 09/19/2001 |
| | | | | | | To: 16-639 | | | | | | | | | |
| (772) | 0.45 | 130 | R | | | From: 16-606 | | | | | NA | | NA | | 09/27/2001 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (773) | 0.19 | 140 | R | | | From: 16-640 | | | | | NA | | NA | | 08/28/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (774) | 0.36 | 130 | R | | | From: Dead End | | | | | NA | | NA | | 1998 |
| | | | | | | To: US 1 | | | | | | | | | |
| (775) | 0.15 | 100 | R | | | From: Dead End | | | | | NA | | NA | | 1998 |
| | | | | | | To: SR 2 | | | | | | | | | |
| (776) | 0.14 | 70 | R | | | From: 16-654 | | | | | NA | | NA | | 1998 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|---------------------------|--------|------|----|-------|-----|----------------------|--------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Caroline County | | | | | | | | | | | | | | | |
| (777) | 0.34 | 90 | R | | | From: 16-653 | | | | | NA | | NA | | 1998 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (778) | 0.14 | 70 | R | | | From: Dead End | | | | | NA | | NA | | 09/19/2001 |
| | | | | | | To: 16-692 | | | | | | | | | |
| (779) | 0.31 | 100 | R | | | From: Dead End | | | | | NA | | NA | | 1998 |
| | | | | | | To: 16-601 | | | | | | | | | |
| (780) | 0.10 | 50 | R | | | From: 16-609 | | | | | NA | | NA | | 08/13/2001 |
| | | | | | | To: 16-781 | | | | | | | | | |
| (781) | 0.10 | 10 | R | | | From: 16-780 | | | | | NA | | NA | | 08/13/2001 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (785) | 0.60 | 310 | R | | | From: 16-661 | | | | | NA | | NA | | 10/03/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (798) | 0.10 | 80 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 1998 |
| | | | | | | To: 16-799 | | | | | | | | | |
| (798) | 0.10 | 60 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 1998 |
| | | | | | | To: 16-798 | | | | | | | | | |
| (799) | 0.34 | 310 | R | | | From: SR 207 | | | | | NA | | NA | | 1998 |
| | | | | | | To: SR 207 | | | | | | | | | |
| Town of Port Royal | | | | | | | | | | | | | | | |
| (1001) | 0.15 | 60 | R | | | From: US 301 | | | | | NA | | NA | | 1998 |
| | | | | | | To: 16-1005 | | | | | | | | | |
| (1002) | 0.24 | 130 | R | | | From: 16-1003 | | | | | NA | | NA | | 08/01/2001 |
| | | | | | | To: 16-1004 | | | | | | | | | |
| (1002) | 0.12 | 50 | R | | | From: Dead End | | | | | NA | | NA | | 08/01/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1003) | 0.04 | 60 | R | | | From: ECL Port Royal | | | | | NA | | NA | | 08/01/2001 |
| | | | | | | To: 16-1005 | | | | | | | | | |
| (1003) | 0.06 | 190 | R | | | From: 16-1005 | | | | | NA | | NA | | 08/01/2001 |
| | | | | | | To: 16-1006 | | | | | | | | | |
| (1003) | 0.10 | 250 | R | | | From: US 301 | | | | | NA | | NA | | 08/01/2001 |
| | | | | | | To: US 301 | | | | | | | | | |
| (1004) | 0.15 | 150 | R | | | From: 16-1005 | | | | | NA | | NA | | 1998 |
| | | | | | | To: US 301 | | | | | | | | | |
| (1004) | 0.05 | NA | | | | From: Dead End | | | | | NA | | NA | | |
| | | | | | | To: Dead End | | | | | | | | | |
| (1005) | 0.06 | 100 | R | | | From: SCL Port Royal | | | | | NA | | NA | | 08/01/2001 |
| | | | | | | To: 16-1003 Gap | | | | | | | | | |
| (1005) | 0.18 | 30 | R | | | From: 16-1001 Gap | | | | | NA | | NA | | 08/01/2001 |
| | | | | | | To: 16-1004 | | | | | | | | | |
| (1006) | 0.06 | 60 | R | | | From: SCL Port Royal | | | | | NA | | NA | | 08/01/2001 |
| | | | | | | To: 16-1003 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|---------------------------|--------|------|----|-------|-----|-------|--------------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Town of Port Royal | | | | | | | | | | | | | | | |
| (1006) | 0.24 | 40 | R | | | From: | 16-1003 | | | | | NA | | NA | 08/01/2001 |
| | | | | | | To: | 16-1004 | | | | | | | | |
| (1007) | 0.17 | 120 | R | | | From: | Dead End | | | | | NA | | NA | 08/01/2001 |
| | | | | | | To: | US 301 | | | | | | | | |
| (1008) | 0.18 | 100 | R | | | From: | ECL Port Royal | | | | | NA | | NA | 1998 |
| | | | | | | To: | US 301 | | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | |
| (1009) | 0.20 | 120 | R | | | From: | US 17 | | | | | NA | | NA | 1998 |
| | | | | | | To: | 16-1010 | | | | | | | | |
| (1010) | 0.15 | 60 | R | | | From: | US 17 | | | | | NA | | NA | 1998 |
| | | | | | | To: | 16-1009 | | | | | | | | |
| (1020) | 0.29 | 200 | R | | | From: | 16-660 | | | | | NA | | NA | 09/27/2001 |
| | | | | | | To: | 16-1021 | | | | | | | | |
| (1021) | 0.11 | 60 | R | | | From: | Cul-de-Sac | | | | | NA | | NA | 09/27/2001 |
| | | | | | | To: | 16-1020 | | | | | | | | |
| (1030) | 0.40 | 70 | R | | | From: | Cul-de-Sac | | | | | NA | | NA | 09/19/2001 |
| | | | | | | To: | 16-652 | | | | | | | | |
| (1031) | 0.11 | 30 | R | | | From: | Cul-de-Sac | | | | | NA | | NA | 09/19/2001 |
| | | | | | | To: | 16-1030; 16-1032 | | | | | | | | |
| (1032) | 0.10 | 9 | R | | | From: | Cul-de-Sac | | | | | NA | | NA | 09/19/2001 |
| | | | | | | To: | 16-1030; 16-1031 | | | | | | | | |
| (1040) | 0.09 | 140 | R | | | From: | US 17 | | | | | NA | | NA | 08/01/2001 |
| | | | | | | To: | 16-1041 BEGIN LOOP | | | | | | | | |
| (1041) | 2.01 | 100 | R | | | From: | 16-1040 BEGIN LOOP | | | | | NA | | NA | 08/01/2001 |
| | | | | | | To: | 16-1040 END LOOP | | | | | | | | |
| (1042) | 0.46 | 30 | R | | | From: | 16-1041 | | | | | NA | | NA | 08/01/2001 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | |
| (1043) | 0.18 | 30 | R | | | From: | Cul-de-Sac | | | | | NA | | NA | 08/01/2001 |
| | | | | | | To: | 16-1041 | | | | | | | | |
| (1050) | 0.25 | 130 | R | | | From: | 16-651 | | | | | NA | | NA | 08/20/2001 |
| | | | | | | To: | 16-1051 | | | | | | | | |
| (1051) | 0.33 | 100 | R | | | From: | 16-1050 | | | | | NA | | NA | 08/20/2001 |
| | | | | | | To: | 16-1052 | | | | | | | | |
| (1052) | 0.08 | 20 | R | | | From: | Cul-de-Sac | | | | | NA | | NA | 08/20/2001 |
| | | | | | | To: | 16-1051 | | | | | | | | |
| (1053) | 0.20 | 60 | R | | | From: | 16-1051 | | | | | NA | | NA | 08/20/2001 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|-----------------------|--------|----------|--------|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | |
| Caroline County | | | | | | | | | | | | | |
| (1101) | 0.09 | 40 | R | | | From: 16-1102 | | | | | NA | NA | 1998 |
| (1101) | 0.09 | 70 | R | | | To: 16-1104 | | | | | NA | NA | 1998 |
| | | | | | | To: 16-1103 | | | | | | | |
| (1102) | 0.06 | 40 | R | | | From: 16-1101 | | | | | NA | NA | 1998 |
| (1102) | 0.06 | 140 | R | | | To: 16-1105 | | | | | NA | NA | 1998 |
| | | | | | | To: 16-722 | | | | | | | |
| (1102) | 0.05 | 250 | R | | | From: 16-722 | | | | | NA | NA | 1998 |
| (1102) | 0.11 | 120 | R | | | To: 16-1106 | | | | | NA | NA | 1998 |
| | | | | | | To: 16-1108 | | | | | | | |
| (1102) | 0.06 | 70 | R | | | From: 16-1108 | | | | | NA | NA | 1998 |
| | | | | | | To: 16-1109 | | | | | | | |
| (1103) | 0.06 | 120 | R | | | From: 16-722; 16-1110 | | | | | NA | NA | 1998 |
| | | | | | | To: 16-1105 | | | | | | | |
| (1103) | 0.07 | 80 | R | | | From: 16-1105 | | | | | NA | NA | 1998 |
| | | | | | | To: 16-1101 | | | | | | | |
| (1104) | 0.06 | 150 | R | | | From: 16-722 | | | | | NA | NA | 1998 |
| | | | | | | To: 16-1105 | | | | | | | |
| (1104) | 0.06 | 40 | R | | | From: 16-1105 | | | | | NA | NA | 1998 |
| | | | | | | To: 16-1101 | | | | | | | |
| (1105) | 0.09 | 60 | R | | | From: 16-1103 | | | | | NA | NA | 1998 |
| | | | | | | To: 16-1104 | | | | | | | |
| (1105) | 0.09 | 20 | R | | | From: 16-1104 | | | | | NA | NA | 1998 |
| | | | | | | To: 16-1102 | | | | | | | |
| (1106) | 0.20 | 130 | R | | | From: 16-1107 | | | | | NA | NA | 1998 |
| | | | | | | To: 16-1102 | | | | | | | |
| (1107) | 0.06 | 110 | R | | | From: 16-1109 | | | | | NA | NA | 1998 |
| | | | | | | To: 16-1108 | | | | | | | |
| (1107) | 0.07 | 210 | R | | | From: 16-1108 | | | | | NA | NA | 1998 |
| | | | | | | To: 16-1106 | | | | | | | |
| (1107) | 0.05 | 280 | R | | | From: 16-1106 | | | | | NA | NA | 1998 |
| | | | | | | To: 16-722 | | | | | | | |
| (1108) | 0.20 | 80 | R | | | From: 16-1107 | | | | | NA | NA | 1998 |
| | | | | | | To: 16-1102 | | | | | | | |
| (1108) | 0.12 | 30 | R | | | From: 16-1102 | | | | | NA | NA | 1998 |
| | | | | | | To: 16-1111 | | | | | | | |
| (1109) | 0.20 | 60 | R | | | From: 16-1107 | | | | | NA | NA | 1998 |
| | | | | | | To: 16-1102 | | | | | | | |
| (1110) | 0.20 | 70 | R | | | From: Dead End | | | | | NA | NA | 1998 |
| | | | | | | To: 16-722; 16-1103 | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|------------------------------|--------|------|----|-------|-----|------------------------|--------|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | |
| Caroline County | | | | | | | | | | | | |
| (111) | 0.04 | 20 | R | | | From Dead End | | | | NA | NA | 1998 |
| (1111) | 0.17 | 110 | R | | | To 16-1108 | | | | NA | NA | 1998 |
| | | | | | | To 16-722 | | | | | | |
| (1115) | 0.20 | 100 | R | | | From 16-601 | | | | NA | NA | 1998 |
| | | | | | | To Dead End | | | | | | |
| (1116) | 0.55 | 80 | R | | | From Cul-de-Sac | | | | NA | NA | 08/28/2001 |
| | | | | | | To 16-640 | | | | | | |
| Town of Bowling Green | | | | | | | | | | | | |
| (1201) | 0.48 | 350 | R | | | From 16-1216 | | | | NA | NA | 08/28/2001 |
| | | | | | | To US 301 BUS | | | | | | |
| (1202) | 0.21 | 950 | R | | | From 16-619 | | | | NA | NA | 08/28/2001 |
| | | | | | | To SR 207 | | | | | | |
| (1202) | 0.08 | 110 | R | | | From SR 207 | | | | NA | NA | 08/28/2001 |
| | | | | | | To WCL BOWLING GREEN | | | | | | |
| (1203) | 0.10 | 650 | R | | | From WCL BOWLING GREEN | | | | NA | NA | 09/12/2001 |
| | | | | | | To Dead End | | | | | | |
| (1204) | 0.06 | 680 | R | | | From Dead End | | | | NA | NA | 1998 |
| | | | | | | To US 301 BUS | | | | | | |
| (1204) | 0.06 | 1000 | R | | | From US 301 BUS | | | | NA | NA | 09/12/2001 |
| | | | | | | To 16-1205 | | | | | | |
| (1204) | 0.15 | 430 | R | | | From 16-1205 | | | | NA | NA | 09/12/2001 |
| | | | | | | To US 301; FR-813 | | | | | | |
| (1205) | 0.10 | 320 | R | | | From US 301; FR-813 | | | | NA | NA | 08/28/2001 |
| | | | | | | To 16-619 | | | | | | |
| (1205) | 0.10 | 320 | R | | | From 16-619 | | | | NA | NA | 08/28/2001 |
| | | | | | | To 16-1204 | | | | | | |
| (1206) | 0.11 | 290 | R | | | From 16-1204 | | | | NA | NA | 09/12/2001 |
| | | | | | | To 16-619 | | | | | | |
| (1207) | 0.07 | 170 | R | | | From 16-619 | | | | NA | NA | 1998 |
| | | | | | | To US 301 BUS | | | | | | |
| (1208) | 0.07 | 40 | R | | | From US 301 BUS | | | | NA | NA | 1998 |
| | | | | | | To 16-1211 SOUTH | | | | | | |
| (1208) | 0.07 | 40 | R | | | From 16-1211 SOUTH | | | | NA | NA | 1998 |
| | | | | | | To SCL BOWLING GREEN | | | | | | |
| (1208) | 0.03 | 60 | R | | | From SCL BOWLING GREEN | | | | NA | NA | 1998 |
| | | | | | | To 16-1211 NORTH | | | | | | |
| (1209) | 0.13 | 50 | R | | | From 16-1211 NORTH | | | | NA | NA | 1998 |
| | | | | | | To Dead End | | | | | | |
| (1210) | 0.26 | 190 | R | | | From Dead End | | | | NA | NA | 08/28/2001 |
| | | | | | | To 16-619 | | | | | | |
| (1210) | 0.26 | 190 | R | | | From 16-619 | | | | NA | NA | 08/28/2001 |
| | | | | | | To SR 207 | | | | | | |
| (1211) | 0.10 | 20 | R | | | From SR 207 | | | | NA | NA | 1998 |
| | | | | | | To 16-1208 | | | | | | |
| (1211) | 0.10 | 20 | R | | | From 16-1208 | | | | NA | NA | 1998 |
| | | | | | | To 16-1212 | | | | | | |
| (1211) | 0.10 | 20 | R | | | From 16-1212 | | | | NA | NA | 1998 |
| | | | | | | To 16-1208 | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|------------------------------|--------|------|----|-------|-----|-------|--------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Town of Bowling Green | | | | | | | | | | | | | | | |
| (1212) | 0.08 | 20 | R | | | From | Dead End | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-1211 | | | | | | | | |
| (1213) | 0.12 | 110 | R | | | From | Dead End | | | | NA | | NA | NA | 1998 |
| | | | | | | To | US 301 BUS | | | | | | | | |
| (1214) | 0.04 | 260 | R | | | From | 16-619 | | | | NA | | NA | NA | 08/28/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (1215) | 0.09 | 400 | R | | | From | 16-1201 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-619 | | | | | | | | |
| (1216) | 0.03 | 20 | R | | | From | Dead End | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-1201 | | | | | | | | |
| (1216) | 0.04 | 110 | R | | | From | 16-619 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | US 301 BUS | | | | | | | | |
| (1217) | 0.19 | 110 | R | | | From | US 301 BUS | | | | NA | | NA | NA | 09/12/2001 |
| | | | | | | To | 16-1229 | | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | |
| (1218) | 0.12 | 60 | R | | | From | Dead End | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-1219 | | | | | | | | |
| (1218) | 0.17 | 160 | R | | | From | SR 2 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Dead End | | | | | | | | |
| (1218) | 0.11 | 47 | R | | | From | 16-1218 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Dead End | | | | | | | | |
| (1219) | 0.16 | 90 | R | | | From | 16-1218 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Dead End | | | | | | | | |
| Town of Bowling Green | | | | | | | | | | | | | | | |
| (1220) | 0.26 | 150 | R | | | From | US 301 BUS | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1221) | 0.12 | 150 | R | | | From | Dead End | | | | NA | | NA | NA | 1998 |
| | | | | | | To | US 301 BUS | | | | | | | | |
| (1222) | 0.18 | 200 | R | | | From | 16-1202 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | SR 207 | | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | |
| (1223) | 0.09 | 60 | R | | | From | 16-1224 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-695 | | | | | | | | |
| (1224) | 0.08 | 49 | R | | | From | 16-1225 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-1223 | | | | | | | | |
| (1225) | 0.14 | 160 | R | | | From | 16-695 SOUTH | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-1224 | | | | | | | | |
| (1225) | 0.13 | 30 | R | | | From | 16-695 NORTH | | | | NA | | NA | NA | 1998 |
| Town of Bowline Green | | | | | | | | | | | | | | | |
| (1227) | 0.21 | 90 | R | | | From | US 301 BUS | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|------------------------------|--------|------|----|-------|-----|-------|-------------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Town of Bowling Green | | | | | | | | | | | | | | | |
| (1228) | 0.05 | 48 | R | | | From | 16-1229 | | | | | NA | | NA | 09/12/2001 |
| | | | | | | To | ECL BOWLING GREEN | | | | | | | | |
| (1229) | 0.39 | 350 | R | | | From | 16-1204 | | | | | NA | | NA | 09/12/2001 |
| | | | | | | To | US 301 BUS | | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | |
| (1230) | 0.30 | 190 | R | | | From | Dead End | | | | | NA | | NA | 1998 |
| | | | | | | To | 16-695 | | | | | | | | |
| Town of Bowling Green | | | | | | | | | | | | | | | |
| (1231) | 0.16 | 80 | R | | | From | 16-1217 | | | | | NA | | NA | 1998 |
| | | | | | | To | 16-1229 | | | | | | | | |
| (1231) | 0.27 | 80 | R | | | From | Dead End | | | | | NA | | NA | 1998 |
| Caroline County | | | | | | | | | | | | | | | |
| (1232) | 0.11 | 20 | R | | | From | US 301 | | | | | NA | | NA | 1998 |
| | | | | | | To | 16-1233 | | | | | | | | |
| (1232) | 0.15 | 150 | R | | | From | BEGIN LOOP | | | | | NA | | NA | 1998 |
| | | | | | | To | END LOOP | | | | | | | | 08/28/2001 |
| (1233) | 0.08 | 40 | R | | | From | Dead End | | | | | NA | | NA | 1998 |
| | | | | | | To | 16-1232 | | | | | | | | |
| (1234) | 0.32 | 450 | R | | | From | FR-814 | | | | | NA | | NA | 1998 |
| | | | | | | To | 16-1235 | | | | | | | | |
| (1235) | 0.07 | 70 | R | | | From | 16-1234 | | | | | NA | | NA | 1998 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1238) | 0.36 | 180 | R | | | From | Cul-de-Sac | | | | | NA | | NA | 1998 |
| | | | | | | To | 16-695 | | | | | | | | |
| (1239) | 0.17 | 110 | R | | | From | Cul-de-Sac | | | | | NA | | NA | 1998 |
| | | | | | | To | 16-619 | | | | | | | | |
| (1240) | 0.17 | 60 | R | | | From | Dead End | | | | | NA | | NA | 1998 |
| | | | | | | To | 16-1241 | | | | | | | | |
| (1240) | 0.12 | 180 | R | | | From | SCL Bowling Green | | | | | NA | | NA | 1998 |
| Town of Bowling Green | | | | | | | | | | | | | | | |
| (1240) | 0.04 | 180 | N | | | From | SCL Bowling Green | | | | | NA | | NA | 1998 |
| | | | | | | To | US 301 | | | | | | | | |
| Caroline County | | | | | | | | | | | | | | | |
| (1241) | 0.20 | 90 | R | | | From | 16-1242 | | | | | NA | | NA | 1998 |
| | | | | | | To | 16-1240 | | | | | | | | |
| (1242) | 0.16 | 30 | R | | | From | 16-1241 | | | | | NA | | NA | 1998 |
| | | | | | | To | Dead End | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|-------|-----------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Caroline County | | | | | | | | | | | | | | | |
| (1245) | 0.75 | 260 | R | | | From | 16-695 NORTH | | | | NA | | NA | NA | 08/28/2001 |
| | | | | | | To | 16-695 SOUTH | | | | | | | | |
| (1301) | 0.13 | 60 | R | | | From | Dead End | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-748 | | | | | | | | |
| (1302) | 0.12 | 80 | R | | | From | Dead End | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-748 | | | | | | | | |
| (1310) | 0.11 | 220 | R | | | From | 16-647 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-1311 | | | | | | | | |
| (1310) | 0.09 | 170 | R | | | From | 16-1312 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-1313 | | | | | | | | |
| (1310) | 0.09 | 140 | R | | | From | 16-1313 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | ANDERSON STREET | | | | | | | | |
| (1311) | 0.31 | 290 | R | | | From | 16-648 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-1310 | | | | | | | | |
| (1311) | 0.06 | 40 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-1310 | | | | | | | | |
| (1312) | 0.05 | 40 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-1310 | | | | | | | | |
| (1313) | 0.05 | 30 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-1310 | | | | | | | | |
| (1401) | 0.11 | 40 | R | | | From | Dead End | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-1403 | | | | | | | | |
| (1401) | 0.06 | 570 | R | | | From | 16-1402 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | US 1 | | | | | | | | |
| (1401) | 0.06 | 620 | R | | | From | 16-1401 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1402) | 0.34 | 240 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-1401 | | | | | | | | |
| (1403) | 0.15 | 280 | R | | | From | Dead End | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-1401 | | | | | | | | |
| (1403) | 0.18 | 360 | R | | | From | 16-1404 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | US 1 | | | | | | | | |
| (1403) | 0.16 | 250 | R | | | From | 16-1405 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1403) | 0.07 | 60 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-1403 | | | | | | | | |
| (1404) | 0.05 | 48 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-1403 | | | | | | | | |
| (1405) | 0.04 | 760 | R | | | From | US 1 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 16-1402 | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|------------------------------|--------|------|----|-------|-----|-------|----------------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Caroline County | | | | | | | | | | | | | | | |
| (1405) | 0.07 | 640 | R | | | From | 16-1402 | | | | NA | | NA | NA | 1998 |
| (1405) | 0.12 | 490 | R | | | To | 16-1407 | | | | NA | | NA | NA | 1998 |
| (1405) | 0.06 | 180 | R | | | From | 16-1403 | | | | NA | | NA | NA | 1998 |
| (1406) | 0.08 | 110 | R | | | To | 16-1408 | | | | NA | | NA | NA | 1998 |
| (1406) | | | | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1998 |
| (1407) | 0.13 | 110 | R | | | To | 16-1402 | | | | NA | | NA | NA | 1998 |
| (1407) | | | | | | From | 16-1405 | | | | NA | | NA | NA | 1998 |
| (1408) | 0.10 | 70 | R | | | To | Cul-de-Sac | | | | NA | | NA | NA | 1998 |
| (1408) | | | | | | From | Dead End | | | | NA | | NA | NA | 1998 |
| (1408) | 0.09 | 80 | R | | | To | 16-1405 | | | | NA | | NA | NA | 1998 |
| (1408) | | | | | | From | Dead End | | | | NA | | NA | NA | 1998 |
| (1420) | 0.20 | 110 | R | | | From | 16-1421 | | | | NA | | NA | NA | 10/03/2001 |
| (1420) | | | | | | To | 16-632 | | | | NA | | NA | NA | 10/03/2001 |
| (1421) | 0.17 | 20 | R | | | From | Dead End .17 MS 1420 | | | | NA | | NA | NA | 10/03/2001 |
| (1421) | 0.20 | 50 | R | | | To | 16-1420 | | | | NA | | NA | NA | 10/03/2001 |
| (1421) | | | | | | From | Dead End .20 MN 1420 | | | | NA | | NA | NA | 10/03/2001 |
| (1440) | 0.18 | 160 | R | | | From | Dead End | | | | NA | | NA | NA | 1998 |
| (1440) | | | | | | To | 16-676 | | | | NA | | NA | NA | 1998 |
| (9078) | 0.23 | 130 | R | | | From | 16-640 BOWLING GREEN | | | | NA | | NA | NA | 1998 |
| (9078) | | | | | | To | US 301 HIGH SCH | | | | NA | | NA | NA | 1998 |
| Town of Bowling Green | | | | | | | | | | | | | | | |
| (9080) | 0.17 | 420 | R | | | From | US 301 BOWLING GREEN | | | | NA | | NA | NA | 1998 |
| (9080) | | | | | | To | US 301 JR HIGH | | | | NA | | NA | NA | 1998 |
| Caroline County | | | | | | | | | | | | | | | |
| (9081) | 0.08 | 100 | R | | | From | 16-639 LADYSMITH | | | | NA | | NA | NA | 1998 |
| (9081) | | | | | | To | 16-639 | | | | NA | | NA | NA | 1998 |
| (9081) | 0.07 | 120 | R | | | From | 16-639 HIGH | | | | NA | | NA | NA | 1998 |
| (9081) | | | | | | To | 16-692 SCHOOL | | | | NA | | NA | NA | 1998 |
| (9082) | 0.18 | 240 | R | | | From | SR 207 CAROLINE | | | | NA | | NA | NA | 1998 |
| (9082) | | | | | | To | 16-676 HIGH SCH | | | | NA | | NA | NA | 1998 |
| (9837) | 0.11 | 660 | R | | | From | 16-756 LADYSMITH | | | | NA | | NA | NA | 1998 |
| (9837) | | | | | | To | 16-756 ELEM SCH | | | | NA | | NA | NA | 1998 |